†[ ]شری شاہد صدیقی : سر، کیا اس میں کوئی بات چیت ہو رہی ہے؟ کیا اس مدے کو اٹھایا گیا ہے؟ یہ تو آپ بتا سکتے ہیں؟ ....مداخلت..... یہ ایشو ڈسکشن میں ہے یا نہیں؟ کم سے کم اتنا تو آپ بتا سکتے ہیں؟ [ ]

श्री सभापति: आप बैठिए। नैक्स्ट। ...(व्यवधान)...

श्री शाहिद सिद्दिकी: Sir, I am not satisfied with the reply. सर, मंत्री महोदय इतना तो बता सकते हैं कि इसके ऊपर कोई बातचीत हो रही है या नहीं? यह मुद्दा एजेण्डे में है या नहीं? कम से कम इतना तो बता सकते हैं। सर, यह तो जवाब ही कुछ नहीं दिया।

†[ ]شری شاہد صدیقی : سر، منتری مہودے اتنا تو بتا سکتے ہیں کہ اس کے اوپر کوئی بات چیت ہو رہی ہے یا نہیں؟ یہ مدعا ایجنڈے میں ہے یا نہیں؟ کم سے کم اتنا تو بتا سکتے ہیں۔ سر، یہ تو جواب ہی کچھ نہیں دیا۔ [ ]

The PRME MINISTER (DR. MANMOHAN SINGH): Sir, the situation is such that it will be difficult for me to actually give a categorical answer to precise points that have been discussed. The two Special Representatives, appointed by the Prime Minister of India and the Prime Minister of China, are going through various stages. The first stage was the laying down of the broad principle which should guide the delineation of the border. That phase has been completed. When the Chinese Prime Minister was here, we signed a Broad Framework Agreement. Now, the next step for the Special Representatives is to workout an agreed framework for actual delineation or demarcation of the boundary. When that stage is reached, all elements, where there is a difference of opinion or where there is a dispute, they will all be tackled.

Jaleswar-Chandneswar-Digha Road

*124. SHRI PYARIMOHAN MOHAPATRA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there is a proposal to declare Jaleswar-Chandneswar-Digha road as a National Highway in view of its importance to link tourist centres; and

(b) if so, the progress made, so far?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T. R. BAALU): (a) No, Sir.

(b) Does not arise.

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†[]Transliteration in Urdu Script

SHRI PYARIMOHAN MOHAPATRA: Sir, is the hon. Minister aware that the Government of Orissa sent a proposal on 6th October, 2004, followed by details of the proposal on 11th March, 2005, in a prescribed format, impressing upon the Government of India, the need to link three popular tourist centres like Chandneswar, Jaleswar and Digha in West Bengal — the first two are in Orissa — and also impressing upon the Government of India about the heavy intensity of traffic on this 40 kms. stretch, out of which 36 kms. is in Orissa and 4 kms. is in West Bengal, due to high agricultural productivity and also due to a lot of movement of betel leaves worth to Rs. 30 crores to Rs. 40 crores and also other agricultural products? This is my first supplementary. Whether the Minister is aware of this proposal?

SHRI T.R. BAALU: Sir, I am aware of this proposal. But, at the same time, the problem of the Government of India should also be understood by the hon. Member. This particular proposal came to us during August. In February, 2004, a number of road projects were finalised and notified to be taken up as National Highways. Sir, a total of 7,457 kms. of road stretch has been notified.

As far as Orissa is concerned, 403 kms. stretch of road was notified. The problem is, the entire 403 kms, of road form part of a single lane. First of all, our endeavour is to see that single lane is strengthened to the level of double lane and so on. The problem here is this. I do admit that it is economically important and tourism will be developed because of development of a particular road stretch. There is no problem. Sir, a total of 65,569 kms. of road has been declared as the National Highway. But, to our surprise, 34 per cent of this form part of single lane. This entire 34 per cent needs to be upgraded to the level of double lane so that minimum standard will be there for transportation and all that. Our endeavour is to see that single lane should be converted into double lane and so on.

That is not the priority, as on now. But, at the same time, we will definitely consider it at a proper time, even if you want to have all the roads, entire 65,000 kms. to be converted into four lanes. But, at present, because of the paucity of funds we are not able to do it.

SHRI PYARIMOHAN MOHAPATRA: Sir, I understand the difficulties of the Government. But considering the importance of this road for the Northern Orissa and the Southern part of Bengal, will the Government give priority to this road also along with the 7,000 odd kilometres of roads, if West Bengal, your alliance partner, supports this proposal?

SHRI T.R. BAALU: Sir, as far as Members of the House are concerned, all are equal for me and all are my friends, whether they are from West Bengal or from Orissa. Recently I visited Orissa, more than 1,000 kilometres. There is State Highway No. 12, which connects Paradeep with Cuttack. We, from the Government of India, have provided Rs. 26 crores. I have also requested the Paradeep Port administration to provide Rs. 15 crores for this particular road. I can even declare it as 'port-connecting'; I can even declare it as a 'four-lane'. But, the particular road stretch does not have enough strength. First, it will have to be strengthened. It should have a minimum standard. Only then, we can go for four-lane conversion. So, there are some minimum standards, which have to be fulfilled, otherwise, we cannot take up the project and waste the money.

श्री रुद्रनारायण पाणि: सभापति महोदय, दुर्भाग्य से देश में अभी उग्रवाद प्रबल से प्रबल हो रहा है। उग्रवाद कई प्रकार का होता है। नक्सलवाद के नाम से दुर्भाग्य से एक उग्रवाद है और नेपाल से लेकर दक्षिण तक एक कॉरिडोर बनाने की उनकी कोई प्लानिंग है। वह विदेश से प्रेरित है,, मैं कतई यह नहीं कहता हूं कि देश से उनको कोई प्रेरणा देता है। अगर रास्ते खुलते हैं। हाइवे खुलते हैं और हम सबका अगर आना-जाना होगा, तो शायद उसमें कमी आ सकती है। तो मेरा कहना यह है कि अभी विजयवाड़ा से लेकर रांची तक लगभग 1200 किलोमीटर का एक हाइवे खुलने का प्रस्ताव है, जिसके तहत उड़ीसा का दक्षिण से उत्तर, यानी कि उड़ीसा का जो मलकानगिरी है, जहां कि सबसे अधिक नक्सलवाद है और मलकानगिरी के विधायक, राज्य के पूर्व मंत्री का घर अभी उड़ा दिया गया है, तो मलकानगिरी से लेकर रांची तक, यानी कि सुंदरगढ़ से मयूरभंज होकर एक हाइवे, विजयवाड़ा से रांची तक, का क्या कोई प्रस्ताव है, अगर है तो उड़ीसा के अंदर किस-किस इलाके से होकर वह जाएगा? कृपा करके मंत्री महोदय सूचित करें?

श्री सभापति: यह भी पूछ लीजिए कि नहीं तो क्यों नहीं है?

SHRI T.R. BAALU: Sir, during my recent visit, the hon. Chief Minister of Orissa had also raised this issue -- which particular stretches form parts of the National Highways and the State Highways, and which stretches fall under the rural areas. There are some naxalite activities in twelve parts of that particular road. So, the Chief Minister of Orissa had requested me to consider this issue. I had told him that for this particular road we will have to comprehensively approach the Rural Development Ministry, the Home Ministry, my own Ministry, that is, the Ministry of Shipping, Road Transport and Highways. The State Government will also have to come forward. Everybody will have to put their heads together to see to it that particular stretch is completed. But, at the same time, we will have to keep in mind the length of the road.

It is 1669 kilometres. It cannot be done overnight. The National Highway forms part of 683 kilometres, State Highways: 870 kilometres, and other roads: 116 kilometres. So, this has to be approached in a proper way, and it has to be comprehensively decided by all the concerned authorities.

Six laning of Golden Quadrilateral

*125. SHRIMATI VANGA GEETHA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government would shortly roll out a mega Rs. 175,000 crore project for six laning of the entire 'Golden Quadrilateral' network for complete execution on build-operate-transfer basis;

(b) if so, the details in this regard;

(c) the funds allocation for this purpose during the current Five Year Plan;

(d) the progress achieved in this direction, so far;

(e) whether Government would build the project on the public private-partnership model;

(f) if so, the ration thereof; and

(g) whether Government had set any time-frame to complete this mega project?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU) (a) to (g) A Statement is laid on the Table of the House.

Statement

(a) to (g) There is a proposal under consideration to widen 6500 km of National Highways to six-lanes on Build Operate and Transfer Basis under National Highways Development Project (Phase-V) at cost of about Rs. 22750 crore including the entire length of 5846 km. of Golden Quadrilateral. The details are under discussion with the Planning Commission.

SHRIMATI VANGA GEETHA: Mr. Chairman, Sir, the Golden Quadrilateral Programme is a unique programme. It connects the East, West, North, South, and the metropolitan cities of our country. The hon. Minister has only partly answered my question. He has not mentioned the progress achieved so far and whether the Government would build the project on